

STEP-BY-STEP

2nd Ed.

A GUIDE TO MOBILITY TECHNIQUES

REVIEW GUIDE STREET CROSSING TECHNIQUES By Sandra Rosen, Ph.D.

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TABLE OF CONTENTS

Acknowledgements	2
Introduction	4
Approach	6
Alignment	15
Executing Crossing	19
Timing	25
Special Situations	28
Signaling Drivers.....	31

INTRODUCTION

The review guides supplement the Step-By-Step series on orientation & mobility. Designed for use by students preparing to become O&M specialists and by other vision professionals alike, the review guides provide the user with a quick, sequential, and pictorial review of the mobility skills taught in the corresponding study guide and video. Whether used to prepare for a test or to provide a quick refresher when preparing to teach a new or forgotten skill, it is hoped this review guide will be of value to the user. For more detailed information about each mobility skill, please see the Step-By-Step study guides or the Step-By-Step videos included on the flash drive.

Notes for Screen Reader Users:

The format used for the review guides is a series of tables with descriptive headings immediately preceding each one. In lieu of Alt Text, a short description of each photo appears in the cell to the left of that photo.

APPROACH

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Intersection Approach

Using the TOUCH technique or the TOUCH & SLIDE technique, the traveler approaches the corner.



When the cane tip drops off the curb, the traveler maintains her current alignment and anchors the cane at midline against the curb. She walks up to her cane and stands about 2–5 inches from the curb.



The traveler uses her cane to clear the area of the street where she will take her first step (indicated here by an arcing white arrow bisected by a straight arrow).



The traveler stands erect with her head, trunk and feet facing forward; she evenly distributes her weight on the balls of her feet.

The traveler holds her cane in the semi-vertical position, with her cane anchored at the curb.



Curb Ramps & Blended Curbs

If the traveler detects a curb ramp, or she anticipates contacting a curb ramp or blended curb, she can use the TOUCH & SLIDE or TOUCH (Constant Contact) technique as she approaches the corner to identify textural and/or slope differences or the joint between the sidewalk and the street (indicated here by a white arrow).



When her cane tip detects the street edge of the ramp or blended curb, the traveler anchors her cane on the edge, at midline. She then walks up to her cane and stands about 2–5 inches back from the edge.



The traveler verifies her alignment using traffic sounds or maintains her alignment (if traffic sounds are not available); she does not align with the edge of the ramp or blended curb.



The traveler uses her cane to clear the area of the street immediately beyond the edge of the ramp or blended curb where she will take her first step (indicated here by an arcing white arrow bisected by a straight arrow).



The traveler holds her cane in the semi-vertical position, with her cane still anchored on the edge, while she determines when to begin her crossing.



Negotiating an Obstacle at the Corner

Upon locating an obstacle when clearing at the curb, the traveler moves 1–2 steps (or more if needed) to the side using a modified THREE-POINT technique (performed from above the curb) to locate a clear place to cross, and then clears again.

- The traveler repeats this procedure until she finds a clear and safe place to cross.



Making Multiple Crossings at an Intersection

After crossing the first street, the traveler takes three steps forward, and then turns toward the parallel street. This photo shows multiple images of the traveler, with arrows that indicate her direction of travel.



The traveler walks up to the curb. She aligns and clears in preparation for crossing.



Crossing Perpendicular to the Line of Travel

Upon contacting the curb of the perpendicular street, the traveler turns 180 degrees and takes three steps. The photo shows two images of the traveler facing in opposite directions, with an arrow that circles around the images to indicate her direction of travel



The traveler turns toward the parallel street and walks up to the curb. She aligns and clears in preparation for crossing. The photo shows an arrow that indicates her direction of travel.



Determining Whether Curb Contacted Is Mid-Block or at the Corner

The traveler stops walking when her cane tip falls off the edge of the curb at her side.



While listening to traffic sounds, the traveler slides her cane tip along the curb edge to determine the curb's direction.

- The distance of traffic sounds and the shape/direction of the curb relative to parallel and perpendicular traffic, help the traveler to determine whether she is mid-block or at a rounded corner.



If mid-block, the traveler adjusts her alignment parallel to the curb and/or traffic, then continues travel.



ALIGNMENT

ALIGNMENT

With Parallel Traffic

The traveler aligns her body parallel to the nearest straight-traveling parallel traffic...



...she does not align with turning vehicles.



With Perpendicular Traffic

The traveler aligns her body perpendicular to the nearest straight-traveling perpendicular traffic...



...She does not align with turning vehicles.



At Skewed Intersections

The traveler aligns her body parallel to the nearest straight-traveling parallel traffic; she does not align with turning vehicles or perpendicular traffic.



EXECUTING CROSSING

EXECUTING CROSSING

Basic Crossing

When the traveler has determined that it is safe to cross, she steps off of the curb "in-step" with her cane.



Walking at a normal speed (or slightly faster), the traveler crosses the street using the TOUCH technique.



When the traveler's cane tip contacts the destination curb, she anchors her cane against the vertical edge of the curb and walks up to it using the CONTACTING & EXPLORING OBJECTS technique.



The traveler uses her cane to clear the sidewalk ahead of her. She then steps up onto the sidewalk.

- If the sidewalk is obstructed, the traveler uses the RECOVERY FROM A VEER technique in order to locate a clear space at which to step onto the sidewalk.



Recovery from a Veer

If the traveler suspects that she has passed the destination corner, this may indicate a veer into the parallel street. She takes 2 more steps and then turns 90°–100° toward the nearest parallel curb and walks toward it quickly.



If the traveler detects the sidewalk at the up-curb of her destination corner, she simply clears and steps up onto the sidewalk.

If, however, she fails to detect the sidewalk above the curb, this may indicate a possible veer away from the parallel street.



The traveler extends her cane at sidewalk level to each side to locate the sidewalk. An arcing white arrow indicates the movements of her cane.



If she finds it, she moves to it, then clears and steps up onto the curb.



If the traveler does not locate the sidewalk immediately, she turns toward the destination corner and then locates the sidewalk using the THREE-POINT technique. She then clears and steps up onto the sidewalk.

Or...



...The traveler steps up onto the curb using the UPPER HAND & FOREARM (Modified) technique to protect her face from contact with low hanging tree branches or other potential hazards on the parkway.

Then:

- She follows the curb to the sidewalk using the TOUCH & DRAG technique.
- Or, she crosses over the parkway to reach the perpendicular sidewalk.



Upon reaching the sidewalk, the traveler resumes travel.



TIMING

TIMING

Unsignalized Intersections

In the absence of traffic, either approaching or receding, on both the perpendicular and parallel streets ("All Clear"), the traveler crosses after confirming the "All Clear."

If traffic is present, the traveler first establishes the following:

- There are no vehicles stopped in her path.
- There is no perpendicular traffic that might cross her path.
- There are no vehicles turning in front of her (from the parallel street onto the perpendicular street).

To cross with traffic (when the perpendicular street has a stop sign or other control), the traveler begins crossing as the nearest straight-traveling traffic on the parallel street enters the intersection.

- If the traveler is no more than a couple of steps into the street when she hears a vehicle approaching, she can step back onto the curb. If the traveler is further from the curb, it may be safer to keep going. She must use her own judgment in each situation.



Signalized Intersections

The traveler begins crossing at the beginning of the new green, or if a pedestrian signal is present, the Walk interval (typically represented by the near-lane parallel traffic surge) after confirming no right turners or red light runners are in motion.

- If the traveler is unsure or misses the beginning of the pedestrian phase, she should wait for the beginning of the next green signal or Walk interval.
- The traveler does not cross if noise is present that might mask relevant traffic sounds (e.g., from a bus, siren, airplane, large truck, loud motorcycle).



SPECIAL SITUATIONS

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Vehicle in the Crosswalk

Using the VEHICLE IN THE TRAVEL PATH technique, the traveler walks around the end of the vehicle on the side that is closest to the parallel street.



- If the vehicle only partially blocks the crosswalk, the traveler trails around the end of it and then projects and follows a line of travel from the vehicle's front corner to the destination corner. The traveler's path is indicated by white solid and dashed lines.



- If the vehicle completely blocks the crosswalk, the traveler trails around the vehicle to a point that is opposite where she initially contacted it. She then projects and follows a line of travel to the destination corner. The traveler's path is indicated by white solid and dashed lines.



Negotiating a Median Strip

When her cane contacts the median strip, the traveler anchors her cane, steps up to it, clears, and steps onto the median strip.

- In an unfamiliar area where the traveler might encounter a head-high obstacle, she can use the UPPER HAND & FOREARM (Modified) technique to protect her face as she steps onto the median strip.



To best position herself to complete the crossing, the traveler moves toward the intersection end of the median strip, stopping just before the curb becomes rounded.



Unless she is absolutely certain that she has time to complete the crossing safely, the traveler aligns with traffic and crosses at the beginning of the next green phase for near-lane parallel through-traffic (or the next WALK interval if a pedestrian signal is present).



SIGNALING DRIVERS

SIGNALING DRIVERS

Traveler is Not Ready to Cross

The traveler steps back with one foot or assumes another posture to indicate that she does not plan to step off of the curb. She waits for the vehicle to move on, before resuming the crossing position.



Alerting Drivers: Extra Arc

When the traveler is ready to cross the street...



...she swings her cane in a full arc to one side, and...



...then to the other side.



The traveler steps off the curb "in-step" with the third arc and begins crossing the street.



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